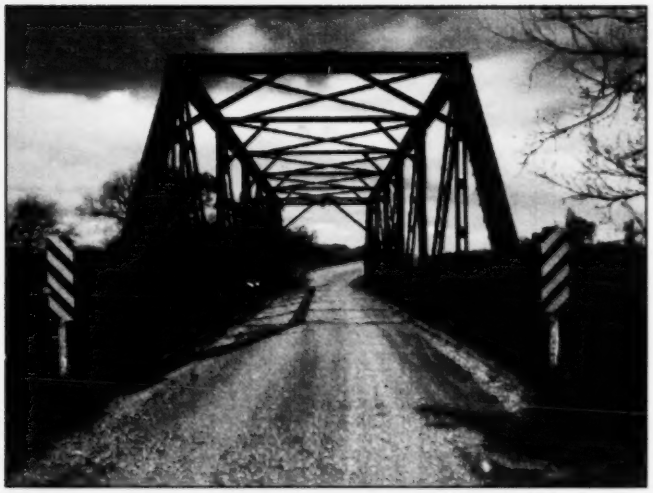
Saskatchewan Road and Railway Bridges to 1950: Inventory

For

Saskatchewan Culture, Youth and Recreation

Heritage Resources Branch



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The Heritage Resources Branch of Saskatchewan Culture, Youth and Recreation administers programs that facilitate the conservation and promotion of heritage property in Saskatchewan. An important part of this work is the identification and research of historic places that are significant for their contribution to Saskatchewan's history and, therefore, potential candidates for designation as Heritage Property under *The Heritage Property Act.*

In 2007, Ross Herrington was commissioned to research and write an inventory and short history of pre-1950 road and rail bridges in Saskatchewan and to research 10 bridges which are noteworthy for their architecture, engineering or association with people, events, organizations or use. It is hoped that this information will be of interest to owners, municipal governments and others concerned with the history of the province's bridges and will prompt efforts to recognize and celebrate these important structures.

The study was completed as part of Saskatchewan's commitment to the Historic Places Initiative. The Historic Places Initiative is a Federal/Provincial/Territorial partnership established by the Government of Canada in 2001 to foster appreciation for historic places and increase Canada's capacity to conserve and maintain these places.

The views and conclusions expressed in this report are those of the author and do not necessarily represent those of the Government of Saskatchewan or the Historic Places Initiative Partners

Cover Photograph: Elmore Bridge over the Antler River, southwest of Carievale, Saskatchewan. The bridge was constructed by the Dominion Bridge Company in 1922 (photo courtesy of RM of Argyle No. 1).

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Purpose of Research

Background

Settlement patterns and the economic development of Saskatchewan since the 1880s are intertwined with the evolution of the province's transportation network and bridges have played an integral part in this development. Several factors are considered when designing bridges, such as the physical characteristics of the site to be crossed, the engineering technology of the day, and overall economics. In other cases decisions are taken to construct bridge structures which address national and provincial policy, such as providing employment during economically-depressed times. Examples of the latter include, among others, the Albert Street Memorial Bridge in Regina, the Broadway Bridge in Saskatoon, and the Borden Bridge near Borden.

Saskatchewan Culture, Youth and Recreation has long recognized the importance of bridges in Saskatchewan's history. Two inventories of Saskatchewan's bridges have been completed to date, one on road bridges in 1987 by David Neufeld and one on railway bridges by Leslie Kozma in 1996, but neither study attempted to assess the heritage value of these structures. To date, only five bridges in Saskatchewan have been recognized as Municipal Heritage Properties and no bridges have been designated as Provincial Heritage Properties under Saskatchewan's *Heritage Property Act*. Additional research is required to establish an inventory of all extant road, railway, and pedestrian bridges constructed prior to 1950 as input to developing a list of the most significant remaining structures in the province.

Study Objectives

The objectives of the research are to:

- develop an inventory of all existing bridge structures in Saskatchewan constructed prior to 1950. The facilities will include road, railway and pedestrian bridges and will include facilities still used for their original function as well as those which have been reused for other purposes;
- prepare a list of remaining significant bridges based on criteria that includes age, architecture and/or design, and historical and/or cultural association; and,
- prepare a bibliographic listing of all sources consulted.

Developing the Inventory

Road Bridges

Saskatchewan Highways and Transportation, Bridge Services (SHTBS), maintains a database of active road bridges in the province. This list, which includes bridges that are the responsibility of both the province and rural municipalities, was made available to the author. While this list provided an excellent starting point, SHTBS in fact could not verify that the RM bridges on the database were correct. Many of the bridges that are maintained by RMs, particularly older timber structures, have been replaced over the past couple of decades by large-diameter culverts or have become low-level crossings. If the RM elects to replace one of their structures and either does not seek engineering advice from the province or a cost-sharing arrangement, there is a high probability that the province would have no record of this change.

In addition, villages, towns and cities maintain their own structures and again these bridges typically would not appear on the SHTBS database. To make the database as accurate as possible, Saskatchewan Culture, Youth and Recreation distributed letters to all RMs, villages, towns and cities requesting input to this study. Not surprisingly, not everyone responded and follow-up telephone calls and emails were often required. It was not uncommon, for example, for RMs to be unsure about which bridges still exist in their jurisdiction; in several cases, the author was able to confirm that bridges no longer exist upon searching the bridge files maintained by SHTBS. In spite of all these efforts, however, the database of existing pre-1950 road bridges, as summarized in Appendix 1, still retains some information gaps.

Railway Bridges

During the early stages of this research project a formal request was made to CP Rail and CN Rail for access to their bridge databases. Since access was denied in both cases, it was decided to examine the feasibility of mining the list of railway structures generated through an earlier research project in 1996 between Saskatchewan, Culture, Youth and Recreation and Leslie Kozma, a railway historian. Unfortunately, attempts to salvage the corrupted digital database were unsuccessful. A printed copy of the database then was scanned but the character-recognition software was unable to provide successful resolution. At this stage of the project it was decided to abandon the development of a comprehensive digital inventory of railway bridges and use Kozma's printed list to identify several bridges with the potential for provincial heritage designation.

Pedestrian Bridges

While several pedestrian bridges exist in the province, it was determined that no existing pedestrian bridges were constructed prior to 1950.

Potential Heritage Structures

Road Bridges

Appendix 2 lists 25 road bridges that were deemed by the author to be worthy of further consideration as potential provincial heritage properties. These were selected based on criteria such as their role in promoting settlement, their age, their contribution to bridge evolution (engineering aspects), their unique qualities, and/or their association with important events in the province's history. While these criteria are subjective, the list provides a wide cross-section of engineered structures still in use around the province and can be used as a starting point for further analysis.

The list includes reinforced concrete arch bridges of various scales (bowstring, deck arch, and open- and closed-spandrel arches), reinforced concrete beam and flat slabs, timber, steel pony and steel through-trusses, and even a fieldstone structure. It should be noted that the six steel through-trusses included on this list were not categorized according to the type of construction (Pratt, Warren, Pennsylvania etc.) but it may be instructive to undertake this further analysis before the final candidates are selected. It also would be of value to define the 26 through-trusses on the pre-1950 inventory in terms of their construction. This would put the suggested six bridges in a wider context. For instance, are the remaining examples rare and, therefore, perhaps more worthy of preservation?

Railway Bridges

Appendix 3 lists 16 railway bridges that should be considered as potentially significant structures. Criteria used in selecting these sites were similar to those used for the road bridges above, and again, this list can be used as a starting point for further analysis. The list includes a variety of bridge types: timber trestles; steel through-trusses; steel deck plate girders; and a steel swing-span. A variety of scales are also represented, from some very impressive spans over the large rivers, such as at St.Louis, Nipawin, Saskatoon and Prince Albert, to some smaller representative railway bridges. Other significant spans, such as the Ceepee steel through-truss bridge over the North Saskatchewan River near Borden, could also have been included in this list.

The following definitions apply to Appendix 3:

Subdivision: railway company's name for a given stretch of track
Line: identifies the end points of each Subdivision for geographical reference
Location: name given by a railway to identify a station, watercourse or other feature
Location Notes: provides additional information relating to the location of the structure as well as identifying specific sections of each bridge, where appropriate, as this relates to the constructed spans and description of the type of bridge
Spans: identifies the number of spans and their length in feet
Description: describes the type of superstructure as follows:

DHT: Deck Howe Truss (timber)
DIS: Deck, I-Beam Span
DPG: Steel/Iron Deck Plate Girder
DPGC: Steel Deck Plate Girder encased in Concrete
DTS: Steel/Iron Deck truss Span
HDPG: Steel/Iron Half Deck Plate Girder
FPT: Timber Pile and Frame Trestle
TPT: Timber Pile Trestle
THT: Through Howe Truss (timber)
TSS: Timber Stringer Span
TTS: Steel/Iron Through Truss Span
SS: Swing Span

Year Built: refers to the original date of construction or when the original structure was replaced with either concrete and/or steel or the existing steel bridge by a similar bridge i.e. the present structure has not changed significantly (referenced as "rp" under Disposition column).
Disposition:

pf: structure has been partially filled
rb: structure has been rebuilt
rp: structure has been replaced
a: structure has been abandoned

Summary and Conclusions

Saskatchewan possesses a large number of road and railway bridges which pre-date 1950. Many of these older structures have been abandoned over time and many others have been upgraded as infrastructure has deteriorated or their adequacy to support the current needs of the transportation network has declined. This is particularly true for the road network but rail line abandonment also has orphaned several sites. These structures are particularly vulnerable to loss due to a lack of regular maintenance or in some cases, perhaps due to safety concerns. A representative group of both road and railway bridges has been suggested for further analysis and consideration for designation as Provincial Heritage Property under Saskatchewan's *Heritage Property Act.*

The author recommends that the selection of sites for more detailed study should, as much as possible, be based on objective evaluation criteria. To the author's knowledge, Saskatchewan has not developed a systematic approach which could be applied directly to assessing the heritage value of the province's bridges. Several bridge inventory models have been used successfully by other jurisdictions in North America, such as by Colorado and Virginia (see Bibliography, USA Web Sites) to assist these states in ranking their historic structures and developing an inventory.

In Canada, the *Ontario Heritage Bridge Guide* (compiled in 1983, revised 2000), was developed from an inventory and subsequent popular publication written in 1983 by David J. Cuming, *Discovering Heritage Bridges on Ontario's Roads.* This publication provided the impetus for establishing the Ontario Heritage Bridge Program in 1991, which is responsible for determining the most significant heritage bridge structures in Ontario. The Region of Waterloo subsequently applied this methodology in a 2003 study, *Spanning the Generations: A Study of Old Bridges in Waterloo Region.* The Heritage Resources Branch of Saskatchewan Culture, Youth and Recreation, may find this approach of value when considering their next steps in this research process.

Appendix 1: Existing Road Bridges

RM #	Municipality	Crossing	Highway/ Street	Legal Description	Year Built	Length (metres)	Width (metres)	Spans	Superstructure	Contractor
1	Argyle	Antler River		21-01-31 W1	1922	38.4	4.9	1-38.4	Truss, Through	
2	Mount Pleasant	South Antler River		06-03-32 W1	1915	25.6	4.9	1-25.6	Truss, Pony	
2	Mount Pleasant	Antler River	18	33-02-32 W1	1922	18.3			R.C. - Arch, Closed-Spandrel Deck	
3	Enniskillen	Souris River		31-01-02 W2	1915	45.7	4.9	1-45.7	Truss, Through	William Lee
4	Coalfields	Souris River	39	30-01-06 W2	1929	33.5	7.3	1-33.5	R.C. - Arch, Bowstring	John Kenward, Regina
4	Coalfields	CPR Overpass	39	36-01-07 W2	1936	39.6	7.3	12.2-15.2-12.2	R.C. - Arch/R.C. - Beam	
5	Estevan	Long Creek		10-02-08 W2	1912	31.7	4.9	1-31.7	Truss, Through	
6	Cambria	Long Creek	350	26-01-12 W2	1930	25.6	7.3	1-25.6	R.C. - Arch, Bowstring	John Kenward, Regina
6	Cambria	Long Creek		33-01-12 W2	1930	24.4	7.3	4-6.1	Timber	
7	Souris Valley	Long Creek	35	33-02-14 W2	1949	24.4	9.8	2-12.2	R.C. - Beam	
7	Souris Valley	Long Creek		13-03-15 W2	1950	24.4	7.3	4-6.1	Timber	
9	Surprise Valley	Diamond Creek		07-02-20 W2	1948	6.1	6.1	1-6.1	Timber	
10	Happy Valley	Big Muddy Creek		23-03-23 W2	1943	6.1	7.3	1-6.1	Timber	
17	Val Marie	Whitewater Creek		08-02-15 W3	1944	6.1	7.3	1-6.1	Timber	
17	Val Marie	Frenchman River	4	06-04-13 W3	1947	31.7	9.8	2-15.8	R.C. - Beam	
31	Storthoaks	Lightning Creek		16-05-31 W1	1939	6.1	6.1	1-6.1	Timber	

RM #	Municipality	Crossing	Highway/ Street	Legal Description	Year Built	Length (metres)	Width (metres)	Spans	Superstructure	Contractor
38	Laurier	Gibson Creek		36-06-19 W2	1912	6.1	5.5	1-6.1	R.C. - Arch, Closed-Spandrel Deck	R.J. Leckey Co.
38	Laurier	Long Creek	28	13-06-18 W2	1949	24.4	9.8	2-12.2	R.C. - Beam	
42	Willow Bunch	East Poplar River	36	24-04-28 W2	1945	6.1	7.3	1-6.1	Timber	
43	Old Post	Hay Meadow Lake	2	04-04-30 W2	1946	18.3	9.8	2-9.1	R.C. - Beam	
49	White Valley	Frenchman River	Urban (Eastend)	31-06-21 W3	1925	31.7	4.7	1-31.7	Truss, Through	
51	Reno	Middle Creek		29-05-29 W3	1945	6.1	6.1	1-6.1	Timber	
61	Antler	Lightning Creek	8	12-08-32 W1	1950	6.1	9.8	1-6.1	Timber	
63	Moose Jaw	Moose Jaw River		13-17-25 W2	1907	42.7	4.9	24.4-6.1-6.1-6.1	Truss, Pony	
63	Moose Mountain	Moose Mountain Creek	9	18-07-02 W2	1923	30.5		6.1-18.3-6.1	R.C. - Arch, Bowstring / R.C. - Beam	Smith Bros and Wilson, Regina
63	Moose Mountain	Swift Creek		10-08-03 W2	1925	6.1	4.8	1-6.1	R.C. - Beam	
63	Moose Mountain	Morison Creek		07-08-02 W2	1930	12.2	7.3	1-12.2	R.C. - Arch, Bowstring	John Spray
63	Moose Mountain	Swift Creek		15-08-03 W2	1944	6.1			Timber	
67	Weyburn	creek		12-07-15 W2	1947	6.1	7.3	1-6.1	Timber	
69	Norton	Gibson Creek		02-07-19 W2	1943	12.2	7.3	2-6.1	Timber	
69	Norton	Avonlea Creek		11-09 20 W2	1950	6.1	7.3	1-6.1	Timber	
74	Wood River	coulee		35-08-04 W3	1944	6.1	7.3	1-6.1	Timber	
74	Wood River	Wood River	13	31-08-05 W3	1948	42.7	9.8	15.2-15.2-12.2	R.C. - Beam	Mountain Road Builders, Wpg.
75	Pinto Creek	Pinto Creek	19	04-08-08 W3	1931	23.2	7.3	2-11.6	R.C. - Beam	
76	Auvergne	Notukeu Creek		19-09-11 W3	1919	25.6	5.03	1-25.6	Truss, Pony	Sarnia Bridge Co.

RM #	Municipality	Crossing	Highway/ Street	Legal Description	Year Built	Length (metres)	Width (metres)	Spans	Superstructure	Contractor
77	Wise Creek	Notukeu Creek		34-08-15 W3	1921	18.3	4.9	1-18.3	R.C. - Arch, Closed-Spandrel Deck	H.N. MacPherson, Regina
77	Wise Creek	Notukeu Creek	13	13-09-15 W3	1949	36.6	9.8	3-12.2	R.C. - Beam	Cole & Pidskalny, Prince Albert
77	Wise Creek	Wise Creek?	13	08-09-14 W3	1950	30.5	9.8	2-15.2	R.C. - Beam	Western Construction Co., Swift Current
91	Maryfield	Pipestone Creek		11-11-30 W1	1917	25.6	4.9	1-25.6	Truss, Pony	Laidlaw Bros., Swift Current
91	Maryfield	Pipestone Creek		24-10-30 W1	1924	27.4	5.5	1-27.4	R.C. - Arch, Bowstring	J.M. McRae, Regina
91	Maryfield	Jackson Creek		23-10-31 W1	1948	6.1	7.3	1-6.1	Timber	
92	Walpole	Spring Creek		27-12-32 W1	1930	6.1	6.1	1-6.1	Timber	
93	Wawken	Antler River		21-10-01 W2	1930	6.1	7.3	1-6.1	Timber	
97	Wellington	Wascana Creek		28-12-13 W2	1931	18.3	7.3	3-6.1	Timber	
97	Wellington	Souris River		28-11-15 W2	1949	12.2	7.3	2-6.1	Timber	
99	Caledonia	Moose Jaw River		30-12-20 W2	1923	18.3	6.1	1-18.3	R.C. - Arch, Bowstring	John Kenward, Regina
99	Caledonia	Moose Jaw River		11-12-20 W2	1925	18.3	7.3	1-18.3	R.C. - Arch, Bowstring	John Kenward, Regina
99	Caledonia	Moose Jaw River		34-11-19 W2	1947	24.4	7.3	4-6.1	Timber	
104	Gravelbourg	Wood River		24-10-05 W3	1913	38.4	4.9	1-38.4	Truss, Through	R.J. Lecky Co.
104	Gravelbourg	Notukeu Creek		08-12-05 W3	1920	31.7	4.9	1-31.7	Truss, Through	
106	Whiska Creek	Mosquito Creek		19-11-10 W3	1939	6.1	7.3	1-6.1	Timber	
107	Lac Pelletier	Old Wives Creek	4	17-10-13 W3	1949	15.2	9.8	1-15.2	R.C. - Beam	J. Rollack, Prince Albert
108	Bone Creek	CNR Overpass and Notukeu Creek	13	12-09-17 W3	1936	89.2		12.8-4@15.9-12.8	R.C. - Arch, Bowstring	
108	Bone Creek	Swift Current Creek	37	07-11-18 W3	1938	42.6		2-21.3	R.C. - Arch, Bowstring	

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110	Piapot	Skull Creek		07-12-22 W3	1939	18.2	12.2	2-9.1	R.C. - Beam	
111	Maple Creek	Gap Creek		30-11-26 W3	1920	25.6	4.9	1-25.6	Truss, Pony	E.J. St Onge, Maple Creek
111	Maple Creek	Fish Creek		34-10-27 W3	1926	36.6	4.9	6.1-18.3-6.1-6.1	Truss, Pony / Timber	
111	Maple Creek	Maple Creek	271	09-11-26 W3	1931	15.2	7.3	1-15.2	R.C. - Arch, Bowstring	Williams & Laidlaw, Regina
111	Maple Creek	Maple Creek		16-11-26 W3	1947	18.2	9.8	2-9.1	R.C. - Beam	
111	Maple Creek	Maple Creek	21	32-10-26 W3	1947	18.3	9.8	2-9.1	R.C. - Beam	
122	Martin	Pipestone Creek		15-13-32 W1	1920	31.7	4.9	1-31.7	Truss, Through	William Newman Co. - replaced by John Mercer due to poor performance
122	Martin	creek		32-12-33 W1	1930	6.1	6.1	1-6.1	Timber	
123	Silverwood	Pipestone Creek		35-13-01 W2	1920	24.4	6.1	2-12.2	R.C. - Beam	
123	Silverwood	Pipestone Creek		03-15-03 W2	1925	18.3	5.5	1-18.3	R.C. - Arch, Bowstring	John Kenward, Regina
123	Silverwood	Pipestone Creek		19-14-02 W2	1932	18.3	5.5	1-18.3	R.C. - Arch, Bowstring?	
124	Kingsley	creek		16-15-05 W2	??	6.1			Timber	
127	Francis	Wascana Creek	35	08-13-14 W2	1948	12.2	9.8	2-6.1	R.C. - Beam	
128	Lajord	Wascana Creek		08-14-16 W2	1948	12.2	7.3	2-6.1	Timber	
128	Lajord	drainage ditch	33	18-15-16 W2	1950	9.1	9.8	1-30'	R.C. - Beam	
128	Lajord	Many Bones Creek	33	26-15-17 W2	1950	12.2	9.8	1-12.2	R.C. - Beam	
130	Redburn	Moose Jaw River		19-15-24 W2	1915	38.4	4.9	1-38.4	Truss, Through	
130	Redburn	Moose Jaw River		16-14-22 W2	1946	31.7	5.3	1-31.7	Truss, Through	
130	Redburn	Moose Jaw River		28-15-24 W2	1948	36.6	7.3	6-6.1	Timber	

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130	Redburn	Avonlea Creek		07-13-22 W2	1950	16.5	7.3	4.9-5.5-6.1	Timber	
131	Baildon	Moose Jaw River		36-15-26 W2	1919	38.4	4.9	1-38.4	Truss, Through	William Newman Co., Wpg.
134	Shamrock	Wiwa Creek		09-13-06 W3	1920	18.3	4.9	1-18.3	Truss, Pony	
135	Lawtonia	Wiwa Creek		32-13-09 W3	1946	12.2	7.3	2-6.1	Timber	
136	Coulee	Wiwa Creek		28-13-10 W3	1919	18.3	5.8	1-18.3	Truss, Pony	
137	Swift Current	Swift Current Creek		11-15-14 W3	1917	45.7	4.9	1-45.7	Truss, Through	
137	Swift Current	PFRA Canal	4	19-15-13 W3	1943	18.9	7.3	Triple 6' Span X 7' Rise	R.C. - Box Culvert	
138	Webb	Swift Current Creek		06-12-16 W3	1912	18.3	4.9	1-18.3	Truss, Pony	R.J. Lecky Co.
138	Webb	Bridge Creek		14-18-11 W3	1931	12.2	6.1	2-6.1	Timber	
151	Rocanville	Qu'Appelle River	8	32-17-31 W1	1939	42.6		15.2-12.2-15.2	R.C. - Beam	
152	Spy Hill	Qu'Appelle River	601?	09-18-32 W1	1930	33.5	6.1	1-33.5	R.C. - Arch, Bowstring	
152	Spy Hill	Kaposvar Creek		27-18-33 W1	1943	6.1	7.3	1-6.1	Timber	
152	Spy Hill	Cutarm Creek		13-19-32 W1	1947	6.1	7.3	1-6.1	Timber	
153	Willowdale	Qu'Appelle River	637	27-18-01 W2	1930?	17.6	5.5	2-8.8?	R.C. - Arch, Bowstring	
153	Willowdale	Qu'Appelle River	9	08-18-02 W2	1930?	17.6	5.5	2-8.8	R.C. - Arch, Bowstring	
154	Elcapo	Ekapo Lake Narrows (Weed Lake)	605	12-16-05 W2	1915	31.4	8.5	10.6-10.2-10.6	R.C. - Beam	Parsons Construction & Engineering, Regina
154	Elcapo	Ekapo Creek		32-16-05 W2	1923	9.1	4.9	1-9.1	R.C. - Beam	
154	Elcapo	Qu'Appelle River		21-19-07 W2	1938	36.6	7.3	2-18.3	R.C. - Arch, Bowstring	Chas. Mamczasz, Prince Albert
155	Wolseley	Summerberry Creek		12-17-08 W2	1926	12.2	5.8	1-12.2	R.C. - Beam	

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155	Wolseley	Qu'Appelle River	617	19-18-09 W2	1929	42.6	6.1	2-21.3	R.C. - Arch, Bowstring	Robert M. Smith, Cupar
155	Wolseley	Qu'Appelle River		15-18-09 W2	1930	27.4	6.1	1-27.4	R.C. - Arch, Bowstring	Williams & Laidlaw, Regina
155	Wolseley	Qu'Appelle River		26-18-10 W2	1931	36.6	6.7	2-18.3	R.C. - Arch, Bowstring	A.M. Kelly, Regina
155	Wolseley	Qu'Appelle River		10-19-08 W2	1938	36.6	7.3	2-18.3	R.C. - Arch, Bowstring	Chas. Mamczasz, Prince Albert
155	Wolseley	Adair Creek	Urban (Wolseley)	12-17-10 W2	1946	12.2	7.3	1-12.2	R.C. - Rigid Frame	
156	Indian Head	Qu'Appelle River		13-19-12 W2	1910	31.7	4.9	1-31.7	Truss, Through	W.P. McNeill & Co.
156	Indian Head	Red Fox Creek		07-18-11 W2	1926	9.1	4.3	1-9.1	R.C. - Beam	John Kenward, Regina
156	Indian Head	Qu'Appelle River		22-19-12 W2	1928	51.2	5.5	2-25.6	R.C. - Arch, Bowstring	
156	Indian Head	Red Fox Creek		15-17-12 W2	1931	6.1	6.1	1-6.1	Timber	
157	South Qu'Appelle	creek		22-18-14 W2	1928	6.1		1-6.1	R.C. - Beam	
159	Sherwood	Wascana Creek		11-18-21 W2	1920	24.4	5.8	1-24.4	R.C. - Arch, Closed-Spandrel Deck	Parsons & Kenward
159	Sherwood	Wascana Creek		31-17-20 W2	1921	24.4	6.1	2-12.2	R.C. - Beam	
159	Sherwood	Boggy Creek		27-18-20 W2	1945	18.3	7.3	3-6.1	Timber	
161	Moose Jaw	Moose Jaw River		13-17-25 W2	1907	42.7	5.9	24.4-6.1-6.1-6.1	Timber/Truss, Pony	
161	Moose Jaw	Moose Jaw River		16-16-26 W2	1924	42.6	5.5	2-21.3	R.C. - Arch, Bowstring	John Kenward, Regina
162	Caron	CPR Overpass		30-17-29 W2	1937	39.6	7.3	12.2-15.2-12.2	R.C. - Arch, Bowstring / R.C. - Beam	Baldwin & Voice, Blucher
166	Excelsior	Rush Lake Creek		34-16-11 W3	1930	25.6	7.3	1-25.6	R.C. - Arch, Bowstring	Williams & Laidlaw, Regina
166	Excelsior	coulee to South Sask River		31-19-10 W3	1943	12.2	7.3	2-6.1	Timber	

RM #	Municipality	Crossing	Highway/ Street	Legal Description	Year Built	Length (metres)	Width (metres)	Spans	Superstructure	Contractor
166	Excelsior	Rush Lake Creek	1	33-16-11 W3	1949	24.4	11	2-12.2	R.C. - Beam	
168	Riverside	coulee	738	17-19-17 W3	1944	6.1	7.2	1-6.1	Timber	
183	Fertile Belt	creek		25-19-02 W2	1922	6.1	6.1	1-6.1	R.C. - Arch, Closed-Spandrel Deck	
183	Fertile Belt	Kaposvar Creek		31-19-01 W2	1930	6.1	6.1	1-6.1	Timber	
184	Grayson	Qu'Appelle River	201	20-18-04 W2	1930	33.5	7.3	1-33.5	R.C. - Arch, Bowstring	
184	Grayson	Kaposvar Creek		21-21-04 W2	1946	6.1	7.3	1-6.1	Timber	
185	Mcleod	Pearl Creek		14-20-07 W2	1920	6.1	5.8	1-6.1	R.C. - Beam	
185	Mcleod	Pearl Creek		34-21-07 W2	1937	6.1	6.1	1-6.1	Timber	
186	Abernethy	Pheasant Creek		21-20-10 W2	1922	12.2	6.1	1-12.2	R.C. - Beam	John Kenward, Regina
186	Abernethy	Pheasant Creek		13-20-11 W2	1944	6.1	7.3	1-6.1	Timber	
189	Lumsden	Qu'Appelle River		28-19-22 W2	1914	31.7	4.9	1-31.7	Truss, Through	
189	Lumsden	Qu'Appelle River		21-21-19 W2	1917	21.9	6.1	1-21.9	R.C. - Arch, Closed-Spandrel Deck	Laidlaw Bros., Swift Current
189	Lumsden	Boggy Creek	734	31-18-20 W2	1928	21.4	9.8	7-3.1	R.C. - Beam	John Kenward, Regina
189	Lumsden	Spring Creek		34-19-20 W2	1943	6.1	7.3	1-6.1	Timber	
189	Lumsden	Flying Creek		11-20-21 W2	1948	12.2	7.3	2-6.1	Timber	
189	Lumsden	Boggy Creek		23-19-21 W2	1950	12.2	7.3	2-6.1	Timber	
193	Eyebrow	Thunder Creek		34-19-02 W3	1950	12.2	7.3	2-6.1	Timber	
194	Enfield	Thunder Creek		36-19-06 W3	1931	18.3	7.3	3-6.1	Timber	
211	Churchbridge	creek		32-24-31 W1	1930	6.1	6.1	1-6.1	Timber	

RM #	Municipality	Crossing	Highway/ Street	Legal Description	Year Built	Length (metres)	Width (metres)	Spans	Superstructure	Contractor
217	Lipton	Jumping Deer Creek		32-22-14 W2	1922	6.1	6.1	1-6.1	R.C. - Arch, Closed-Spandrel Deck	
218	Cupar	Loon Creek		08-23-17 W2	1920	9.1	6.1	1-9.1	R.C. - Beam	
218	Cupar	Loon Creek		33-22-17 W2	1930	6.1	6.1	1-6.1	Timber	
221	Sarnia	coulee		22-24-25 W2	1930	6.1	6.1	1-6.1	Timber	
221	Sarnia	Arm River	2	05-22-25 W2	1950	18.3	11.7	2-9.1	R.C. - Beam / Precast - Channel	
222	Craik	Arm River		35-22-27 W2	1950	18.3	7.3	3-6.1	Timber	
241	Calder	creek		10-25-30 W1	1938	4.3	6.1	1-4.3	Timber	
244	Orkney	Willowbrook Creek	47	32-25-06 W2	1930	6.1	7.4	1-6.1	R.C. - Beam	
244	Orkney	York Lake Narrows		20-25-04 W2	1930	18.3	6.1	3-6.1	Timber	
244	Orkney	Yorkton Creek	9	11-27-04 W2	1948	18.3	9.8	2-9.1	R.C. - Beam	
251	Big Arm	Lewis Creek		27-27-25 W2	1942	6.1	7.3	1-6.1	Timber	
271	Cote	Assiniboine River		23-29-32 W1	1910	38.4	4.7	1-38.4	Truss, Through	W.P. McNeill & Co. (steel); Parsons Construction & Engineering, Regina (abutments)
271	Cote	Assiniboine River	5	34-29-32 W1	1950	45.7	9.8	3-15.2	R.C. - Beam	J. Rollack, Prince Albert
273	Sliding Hills	Whitesand River		31-29-03 W2	1907	42.6	4.9	9.1-24.4-9.1	Truss, Pony / Timber	
273	Sliding Hills	Whitesand River	5	21-30-03 W2	1950	39.6	9.8	12.2-15.2-12.2	R.C. - Beam	J. Rollack, Prince Albert
274	Good Lake	Whitesand River		02-28-05 W2	1945	25.6	4.8	1-25.6	Truss, Pony	
274	Good Lake	Whitesand River	9	23-29-04 W2	1949	48.8	9.8	9.1-15.2-15.2-9.1	R.C. - Beam	Cole & Pidskalny, Prince Albert
275	Insinger	Tributary to Lawrie Creek		21-29-08 W2	1931	12.2	7.3	1-12.2	R.C. - Arch, Bowstring	James Young, Wynyard

RM #	Municipality	Crossing	Highway/ Street	Legal Description	Year Built	Length (metres)	Width (metres)	Spans	Superstructure	Contractor
275	Insinger	creek		25-29-08 W2	1943	6.1	7.3	1-6.1	Timber	
276	Foam Lake	Milligan Creek		13-12-33 W2	1913	31.7	4.9	1-31.7	Truss, Through	R.J. Lecky Co. (abutments)
276	Foam Lake	Milligan Creek	310	31-30-11 W2	1931	15.2	7.3	1-15.2	R.C. - Arch, Bowstring	James Young, Wynyard
280	Wreford	Wolverine Creek		06-30-23 W2	1930	12.2	7.3	1-12.2	R.C. - Arch, Bowstring	
282	McCraney	Arm River		33-27-28 W2	1920	12.2	5.8	1-12.2	R.C. - Beam	
282	McCraney	Brightwater Creek Tributary		17-29-02 W3	1950	6.1	12.2	1-6.1	Timber	
283	Rosedale	Beaver Creek		14-31-05 W3	1939	6.1	6.1	1-6.1	Timber	
283	Rosedale	Brightwater Creek		19-31-04 W3	1942	12.2	7.3	2-6.1	Timber	
285	Fertile Valley	coulee		08-28-09 W3	1943	6.1	7.3	1-6.1	Timber	
288	Pleasant Valley	coulee		32-29-16 W3	1939	6.1	7.3	1-6.1	Timber	
288	Pleasant Valley	coulee		36-29-16 W3	1939	6.1	7.3	1-6.1	Timber	
303	Keys	Assiniboine River	9	32-32-03 W2	1950	30.5	9.8	2-15.2	R.C. - Beam	
304	Buchanan	Spirit Creek	5 (old)	33-31-06 W2	1929	21.3	4.9	1-21.3	R.C. - Arch, Bowstring	John Kenward, Regina
304	Buchanan	Spirit Creek		05-32-06 W2	1945	6.1	7.3	1-6.1	Timber	
307	Elfros	Birch Creek	Urban (Elfros)	13-32-14 W2	1931	24.4	7.3	2-12.2	R.C. - Arch, Bowstring	
307	Elfros	Duck Hunting Creek		29-32-13 W2	1947	12.2	7.3	2-6.1	Timber	
307	Elfros	Duck Hunting Creek		36-32-14 W2	1949	12.2	7.3	2-6.1	Timber	
307	Elfros	Birch Creek		11-32-14 W2	1949	18.3	7.3	3-6.1	Timber	
309	Prairie Rose	Lanigan Creek		24-33-22 W2	1931	12.2	6.1	2-6.1	Timber	

RM #	Municipality	Crossing	Highway/ Street	Legal Description	Year Built	Length (metres)	Width (metres)	Spans	Superstructure	Contractor
316	Harris	Eagle Creek		22-32-12 W3	1925	18.3	6.1	1-18.3	R.C. - Arch, Bowstring	John Kenward, 1704 Scarth St, Regina
338	Lakeside	Stoney Creek		08-35-18 W2	1930	12.2	7.3	1-12.2	R.C. - Arch, Bowstring	
346	Perdue	Eagle Creek		19-36-10 W3	1923	18.3	5.2	1-18.3	R.C. - Arch, Bowstring	Hett & Sibald, Prince Albert
346	Perdue	CNR Overpass		35-35-11 W3	1936	61	7.3	12.2-2@18.3-12.2	R.C. - Arch, Bowstring / R.C. - Beam	George Williams, Regina
346	Perdue	coulee		36-35-11 W3	1948	6.1	7.3	1-6.1	Timber	
371	Bayne	CNR Overpass		17-38-26 W2	1936	48.7		7.6-7.6-18.3-7.6-7.6	R.C. - Beam / Steel I - S Shape	Chas. Mamczasz, Prince Albert
377	Glenside	creek		20-41-14 W3	1944	6.1	7.3	1-6.1	Timber	
382	Eye Hill	Eyehill Creek		33-38-28 W3	1948	6.1	7.3	1-6.1	Timber	
405	Great Bend	North Saskatchewan River	16	19-39-08 W3	1937				R.C. - Arch, Bowstring	
410	Round Valley	coulee		36-41-24 W3	1944	6.1	7.3	1-6.1	Timber	
411	Senlac	Eyehill Creek		31-41-26 W3	1930	12.2	6.1	2-6.1	Timber	
427	Tisdale	Doghide River		12-45-15 W2	1928	21.3	6.1	1-21.3	R.C. - Arch, Bowstring	John Kenward, Regina
428	Star City	Melfort Creek	776	18-45-18 W2	1913	18.3	4.9	1-18.3	Truss, Pony	
428	Star City	Leather River		03-45-16 W2	1930	12.2	7.3	1-12.2	R.C. - Arch, Bowstring	John Kenward, Regina
428	Star City	Leather River	3	34-44-16 W2	??				R.C. - Arch, Bowstring	
431	St. Louis	CNR/South Saskatchewan River	2	13-45-27 W2	1912	365.8	3.6	200'-250'-100'-250'-2-200'	Truss, Through	
435	Redberry	CNR Overpass	658	36-43-09 W3	1937	42.7	7.3	12.2-18.3-12.2	R.C. - Arch, Bowstring / R.C. - Beam	Baldwin & Voice, Blucher

RM #	Municipality	Crossing	Highway/ Street	Legal Description	Year Built	Length (metres)	Width (metres)	Spans	Superstructure	Contractor
435	Redberry	CNR Overpass	40	31-45-09 W3	??				R.C. - Arch, Bowstring?	
438	Battle River	Cooper Creek		07-42-15 W3	1939	6.1	5.8	1-6.1	Timber	
438	Battle River	Cooper Creek		09-42-15 W3	1943	6.1	7.3	1-6.1	Timber	
438	Battle River	Ten Mile Creek		20-42-15 W3	1949	6.1	7.3	1-6.1	Timber	
438	Battle River	coulee		20-42-15 W3	1949	6.1	7.3	1-6.1	Timber	
438	Battle River	coulee		20-42-15 W3	1949	6.1	7.3	1-6.1	Timber	
442	Manitou Lake	Battle River		05-47-24 W3	1911	45.7	4.9	1-45.7	Truss, Through	
457	Connaught	Leather River		35-46-15 W2	1913	37.8	4.9	25.6-6.1-6.1	Truss, Pony / Timber	
457	Connaught	Carrot River	35	17-48-14 W2	1931				R.C. - Arch, Bowstring	Mamczasz & Bonn, Prince Albert
457	Connaught	Leather River		07-47-14 W2	1939			2-	R.C. - Arch, Bowstring	Chas. Mamczasz, Prince Albert
457	Connaught	creek		10-48-14 W2	1950	6.1	7.3	1-6.1	Timber	
459	Kinistino	Carrot River		13-47-20 W2	1944	18.3	7.3	3-6.1	Timber	
461	Prince Albert	CNR Overpass	2	34-47-26 W2	1937	39.6	7.3		R.C. - Arch, Bowstring / R.C. - Beam	Chas. Mamczasz, Prince Albert
467	Round Hill	Lost Horse Creek		20-48-15 W3	1943	12.2	7.3	2-6.1	Timber	
468	Meota	Narrows - Jackfish and Murray Lakes	4	30-47-16 W3	1926	36.6	5.5	2-18.3	R.C. - Arch, Bowstring	John Kenward, Regina
468	Meota	Jackfish River		09-46-17 W3	1928	36.6	5.5	2-18.3	R.C. - Arch, Bowstring	Duff, Flint & Co., Regina
470	Paynton	Birling Creek		19-47-22 W3	1930	6.1	5.5	1-6.1	R.C. - Beam	
491	Buckland	Little Red River		14-49-26 W2	1922	21.4	4.9	1-21.3	R.C. - Arch, Bowstring	

RM #	Municipality	Crossing	Highway/ Street	Legal Description	Year Built	Length (metres)	Width (metres)	Spans	Superstructure	Contractor
491	Buckland	Sturgeon River		32-49-27 W2	1926	42.6	6.7	2-21.3	R.C. - Arch, Bowstring / R.C. - Beam	John Kenward, Regina
491	Buckland	Little Red River	2	32-50-26 W2	1938	18.3	7.3	2-9.1	CIP Concrete	
491	Buckland	Spruce River		28-50-26 W2	1949	12.2	7.1	2-6.1	Timber	
491	Buckland	Spruce River		30-51-26 W2	1950	12.2	7.3	2-6.1	Timber	
493	Shellbrook	Shell River		12-50-03 W3	1907	30.5	4.9	24.4-6.1	Truss, Pony / Timber	
493	Shellbrook	Shell River		08-49-03 W3	1931	6.1	7.3	1-6.1	R.C. - Beam	
493	Shellbrook	Shell River		25-50-02 W3	1921/1957	25.6	4.9	1-25.6	Truss, Pony	
499	Mervin			19-50-19 W3	??				R.C. - Arch, Bowstring	
502	Britannia	near Deer Creek		21-52- 25 W3	1935				Timber	
502	Britannia	Big Gully Creek		17-51-27 W3	1945	6.1	7.3	1-6.1	Timber	
502	Britannia	Big Gully Creek		36-51-28 W3	1948	12.2	7.3	2-6.1	Timber	
561	Loon Lake	Horsehead Creek		11-57-21 W3	1931	12.2	6.1	2-6.1	Timber	
588	Meadow Lake	Waterhen River	4	03-63-18 W3	??				Precast Concrete	
	City of Moose Jaw	CNR Overpass	Coteau St. E	N/A	1908	29.3		1-29.3	Steel Girder	CNR
	City of Moose Jaw	Thunder Creek	1st Ave. SE	N/A	1909	30.5		1-30.5	R.C. - Arch, Closed-Spandrel Deck	City of Moose Jaw
	City of Moose Jaw	Moose Jaw River	Main St. N.	N/A	1912	44.2		1-44.2	Truss, Through	
	City of Moose Jaw	Moose Jaw River		N/A	1912	44.2		1-44.2	Truss, Through	
	City of Moose Jaw	Thunder Creek and CPR Overpass	4th Ave. SW	N/A	1930	397.7			R.C. - Flat Slab	
	City of Moose Jaw	Moose Jaw River	Manitoba St. E. (300 Block)	N/A	1935	60.8			R.C. - Beam	Saskatchewan Highways and Transportaion

RM #	Municipality	Crossing	Highway/ Street	Legal Description	Year Built	Length (metres)	Width (metres)	Spans	Superstructure	Contractor
	City of Moose Jaw	Thunder Creek	24th Ave. SW	N/A	??	11.7			Concrete, Precast Box Girders	
	City of Prince Albert	CNR Overpass	Central Avenue	N/A	1938	152			R.C. - Arch, Closed-Spandrel Deck?	CNR
	City of Regina	Wascana Creek	Broad Street		1910		9.1		Truss, Through?	
	City of Regina	Wascana Creek	Fleet Street	09-17-19 W2	1920	21.3	5.5	1-21.3	R.C. - Arch, Bowstring	E.J. St Onge, Maple Creek
	City of Regina	Pilot Butte Creek	North Service Road, 3000 Block Victoria Ave.	N/A	1929	18		18	Timber	Saskatchewan Highways and Transportaion
	City of Regina	Wascana Creek	2700 Albert Street	N/A	1930	257		22	R.C. - Flat Slab	
	City of Regina	Wascana Creek	100 Block Pinkie Road	N/A	1930	30.5			Timber	Saskatchewan Highways and Transportaion
	City of Saskatoon	South Saskatchewan River	19th Street	28-36-05 W3	1907	289.8	5.95	175'-3@200'-175'	Truss, Through	John Gunn & Sons
	City of Saskatoon	South Saskatchewan River	25th Street	33-36-05 W3	1916	340.4	13.7	25'-66'-92'-103'-1136'-4@150'-94'	R.C. - Arch, Open-Spandrel Deck	R.J. Lecky Co., Regina
	City of Saskatoon	creek (Central Park)	900 Block Spadina Cres. East	N/A	1930			1-	R.C. - Arch, Closed-Spandrel Deck	Saskatoon Contracting Co. (Leon and Paul Precesky)
	City of Saskatoon	South Saskatchewan River	Broadway Ave.	28-36-05 W3	1932	355.2 (241.2?)	13.7	38.1-42.4-47.3-52.1-61.3	R.C. - Arch, Open-Spandrel Deck	R.J. Arrand Construction Co.
	City of Weyburn	creek	Tatagwa Parkway	N/A	pre-1950	24.4	4.9		Truss, Through?	
	City of Weyburn	Souris River	Tatagwa Parkway	N/A	pre-1950	31.7	4.9		Truss, Through?	
	N/A	creek		21-67-05 W2	N/A				Timber	
	Town of Battleford	Battle River		20-43-16 W3	1907	97.6	5.3	24.4-48.8-24.4	Truss, Through / Truss, Pony	
	Town of Battleford	North Saskatchewan River		32-43-16 W3	1908	393.2	6.1	40'-5@250'	Truss, Through / R.C. - Beam	

RM #	Municipality	Crossing	Highway/ Street	Legal Description	Year Built	Length (metres)	Width (metres)	Spans	Superstructure	Contractor
	Town of Battleford	North Saskatchewan River		32-43-16 W3	1908	231.6	6.1	2 @20'-40'-3@200'-2@30'-20'	Truss, Through / Timber	
	Town of Foam Lake	Milligan Creek	Urban	32-30-11 W2	1927	12.2	4.9	1-12.2	Truss, Pony	
	Town of Outlook	South Saskatchewan River	15	09-29-08 W3	1936	352		5-66.8 + 18.6	Truss, Through / I Beam	Bird, Woodall & Simpson, Regina

Appendix 2: Potential Heritage Road Bridges

Municipality	Highway/ Street	Crossing	Legal Description	Year Built	Length (metres)	Width (metres)	Spans	Superstructure	Contractor	Heritage Rationale
Laurier RM 38		Gibson Creek	36-06-19 W2	1912	6.1	5.5	1-6.1	R.C. - Arch, Closed-Spandrel Deck	R.J. Leckey Co.	parabolic arch design may be unique
Indian Head RM 156		Qu'Appelle River	13-19-12 W2	1910	31.7	4.9	1-31.7	Truss, Through	W.P. McNeill & Co.	oldest remaining structure of this type in this major drainage basin; "Kline's Crossing" is an historically-significant Qu'Appelle River crossing
Sherwood RM 159		Wascana Creek	11-18-21 W2	1920	24.4	5.8	1-24.4	R.C. - Arch, Closed-Spandrel Deck	Parsons & Kenward	"Sherwood Forest" or "Hungry Hollow Bridge"; one of a few known bridges built by Regina contractor Parsons & Kenward (prior to John Kenward forming his own company?); RM very receptive to heritage designation
Moose Jaw RM 161		Moose Jaw River	13-17-25 W2	1907	42.7	5.9	24.4-6.1-6.1-6.1	Timber/Truss, Pony		one of three remaining steel pony trusses in Saskatchewan constructed in 1907 [Shell River and Whitesand River are others]; steel is original but significant changes to wooden components over time for all three bridges; not certain at the moment which is in the best condition
Moose Jaw RM 161		Moose Jaw River	16-16-26 W2	1924	42.6	5.5	2-21.3	R.C. - Arch, Bowstring	John Kenward, Regina	the oldest remaining double-span concrete bowstring arch bridge in Saskatchewan; built by prominent Regina General Contractor, John Kenward
Fertile Belt RM 183		creek	25-19-02 W2	1922	6.1	6.1	1-6.1	R.C. - Arch, Closed-Spandrel Deck		bridge railing and fieldstone wing-walls are unusual design elements (may be unique?)
Cupar RM 218		Loon Creek	33-22-17 W2	1930	6.1	6.1	1-6.1	Timber		oldest remaining timber bridge in Saskatchewan (one of about ten dating from 1930); likely that much of the wood has been replaced over time and, therefore, may not be a good candidate for designation

Municipality	Highway/ Street	Crossing	Legal Description	Year Built	Length (metres)	Width (metres)	Spans	Superstructure	Contractor	Heritage Rationale
McCraney RM 282		Arm River	33-27-28 W2	1920	12.2	5.8	1-12.2	R.C. - Beam		one of the oldest bridges remaining of this type in Saskatchewan (one of four such bridges constructed in 1920)
Harris RM 316		Eagle Creek	22-32-12 W3	1925	18.3	6.1	1-18.3	R.C. - Arch, Bowstring	John Kenward, Regina	current *Municipal Heritage Property*; built by prominent Regina General Contractor, John Kenward
Great Bend RM 405	16	North Saskatchewan River	19-39-08 W3	1937				R.C. - Arch, Bowstring		major Saskatchewan depression-era relief project
St. Louis RM 431	2	CNR/South Saskatchewan River	13-45-27 W2	1912	365.8	3.6	200'-250'-100'-250'-2-200'	Truss, Through		"St. Louis Bridge"; historical river crossing for both rail and road traffic [note: also included in "railway bridges" table]
Connaught RM 457		Leather River	35-46-15 W2	1913	37.8	4.9	25.6-6.1-6.1	Truss, Pony / Timber		current Municipal Heritage Property; original 1912 timber pile bridge washed out in 1913 and replaced later that year with present steel pony truss; 2-6.1m timber approaches constructed in 1946 and new timber piles in 1984; manufacturer: Dominion Bridge Co., Winnipeg
Meota RM 458	4	Narrows - Jackfish and Murray Lakes	30-47-16 W3	1926	36.6	5.5	2-18.3	R.C. - Arch, Bowstring	John Kenward, Regina	an early example of a double-span concrete bowstring arch bridge; built by prominent Regina General Contractor, John Kenward; Village of Cochin very receptive to heritage designation
Britannia RM 502		near Deer Creek	21-52- 25 W3	1935				Timber		rare Saskatchewan example of a private bridge with unusual fieldstone abutments
City of Moose Jaw	1st Ave. SE	Thunder Creek	N/A	1909	30.5		1-30.5	R.C. - Arch, Closed-Spandrel Deck	City of Moose Jaw	oldest remaining reinforced concrete closed-spandrel deck arch bridge in Saskatchewan

Municipality	Highway/ Street	Crossing	Legal Description	Year Built	Length (metres)	Width (metres)	Spans	Superstructure	Contractor	Heritage Rationale
City of Moose Jaw	4th Ave. SW	Thunder Creek and CPR Overpass	N/A	1930	397.7			R.C. - Flat Slab		"Moose Jaw Viaduct"; depression-era relief project; mushroom-head, flat-slab design by historically-significant Minneapolis consulting engineer, Claude A.P. Turner; similar to the "Albert Memorial Bridge" of the same period, but less ornate superstructure, more ornate substructure; one of the longest road bridges in the province
City of Regina	Fleet Street	Wascana Creek	09-17-19 W2	1920	21.3	5.5	1-21.3	R.C. - Arch, Bowstring	E.J. St Onge, Maple Creek	former Municipal Heritage Property; oldest remaining concrete bowstring arch bridge in Saskatchewan [believed to be the first of this type constructed in the province]; known locally as the "Rainbow Bridge" ; apparently the bridge connected Regina with an important early trail [via Keith Knox]
City of Regina	2700 Albert Street	Wascana Creek	N/A	1930	257		1-22.0	R.C. - Flat Slab		"Albert Memorial Bridge"; current Municipal Heritage Property; depression-era relief project; mushroom-head, flat-slab design by historically-significant Minneapolis consulting engineer, Claude A.P. Turner; similar to the "Moose Jaw Viaduct" of the same period, but more ornate
City of Saskatoon	19th Street	South Saskatchewan River	28-36-05 W3	1907	289.8	5.95	175'-3@200'-175'	Truss, Through	John Gunn & Sons	historically significant to the formation of Saskatoon by connecting communities on both sides of the river; Centennial celebrations are being planned for October 2007

Municipality	Highway/ Street	Crossing	Legal Description	Year Built	Length (metres)	Width (metres)	Spans	Superstructure	Contractor	Heritage Rationale
City of Saskatoon	900 Block Spadina Cres. East	creek (Central Park)	N/A	1930			1-	R.C. - Arch, Closed-Spandrel Deck	Saskatoon Contracting Co. (Leon and Paul Precesky)	"Spadina Crescent Bridge"; replaced earlier wooden structure; small ponds dug in ravine as part of a depression-era relief project to beautify Central Park; excellent example of a small urban bridge
City of Saskatoon	Broadway Ave.	South Saskatchewan River	28-36-05 W3	1932	355.2 (241.2?)	13.7	38.1-42.4-47.3-52.1-61.3	R.C. - Arch, Open-Spandrel Deck	R.J. Arrand Construction Co.	"Broadway Bridge"; depression-era major highways relief project; opened Nov. 11, 1932
Town of Battleford		Battle River	20-43-16 W3	1907	97.6	5.3	24.4-48.8-24.4	Truss, Through / Truss, Pony		oldest Through Truss remaining in Saskatchewan (the first example appears to have been constructed in 1900 but has not survived); highway realignment; bridge turned over to the Town of Battleford in 1975
Town of Battleford		North Saskatchewan River	32-43-16 W3	1908	231.6	6.1	2 @20'-40'-3@200'-2@30'-20'	Truss, Through / Timber		historically significant to the formation of Battleford and in connecting North Battleford
Town of Battleford?		un-named creek?	N/A	1930s?				Fieldstone		unusual stone bridge constructed by residents of the Saskatchewan Hospital [via Frank Korvemaker]
Town of Outlook	15	South Saskatchewan River	09-29-08 W3	1936	352		5-66.8 + 18.6	Truss, Through / I Beam	Bird, Woodall & Simpson, Regina	major depression-era relief project

Appendix 3: Potential Heritage Railway Bridges

Subdivision	Mile	Line	Location	Location Notes	Spans	Description	Length	Year Built	Disposition	Heritage Rationale
Swift Current (CPR)	10.2	Moose Jaw to Swift Current	2 miles west of Boharm		1x18	DIS	18'	1907	TPT in 1882; pf-rb-1898; rp-1907	very early example of Steel I-Beam span
Margo (CNR)	0	Kamsack to Humboldt	Assiniboine River	at Kamsack; east approach; centre span; west approach		TTS	152'	1917	built as TPT /THT /TPT in 1903; rp-1917	relatively early example of an Iron Through Truss Span
Porter (GTP/CNR)	46.3	Oban to Jct. Cutknife Sb.	Battle River	near Town of Battleford; south approach; centre span; north approach	30x13; 2x150; 6x12	FPT; TTS; TPT	770'	1912	south approach rb-1941 and a-1974; north approach pf-rb-1940/41, rb-1953, a-1974; first constructed as a 93-span timber trestle; 2 steel trusses (Canadian Bridge Co., Walkerville, ON) replaced the centre span in 1924; timber approaches rebuilt in 1941	interesting history: CPR surveyed the line in 1874-76 but by 1882 decided not to extend a line from Biggar to Battleford; CNoR put their line north of Battleford and formed North Battleford in 1905; Battleford selected as capital of NWT and recogized the need for rail access from the south; GTP arrived in 1912; bridge purchased by the Town of Battleford from the CNR in 1996; bridge now being promoted as part of multi-purpose trail connecting Govt House, Col. Otter Park, Telegraph Flat, and Fort Battleford National Historic Site
Cutknife (GTP/CNR)	21.3	Battleford to Carruthers	Cutknife Creek	near Gallivan	1x32TSS; P:Tx2	FPT	333'	1912	pf-rb-1932	early relatively short timber trestle span (may be similar to type of structure at Meskanaw?)
Meskanaw (CNR)	22.5	Jct. Tisdale Sb. to Lannaw	McCloy Creek	3km sw of Meskanaw	originally constructed with 92 bents (1251'); 6 bents (82') added to west end in 1929	FPT	1333'	1929	deck replaced in 1956; Meskanaw Subdivision abandoned between 1978 and 1981	*Municipal Heritage Property* (RM 430 Invergordon); largest timber trestle bridge in province; key branch line in 1920s rivalry between CNR and CPR in northern SK to access the Hudson's Bay Railway at The Pas

Subdivision	Mile	Line	Location	Location Notes	Spans	Description	Length	Year Built	Disposition	Heritage Rationale
Blaine Lake (CNoR/CNR)	0.6	Jct. Duck Lake Sb. to Langham	North Sask. River	at Prince Albert	3x146 TTS; 256 TTS swing span; 2x146 TTS	DPG	1010'	1929	built by Hamilton Bridge Company as TTS/TTS-SS in 1909; 5x146, 1x25; rp-1929; 12' traffic wing added to each side (Dominion Bridge Co.)	unique swing-span bridge; SS last operated in 1913 and dam built d/s in 1937 resulted in SS being disengaged in 1939; important alternative to main line link connecting PA with Battleford; significant local employment project
Neudorf (CPR)	65.6	MB Bndry. to Neudorf	Qu'Appelle River	at Tantallon; east approach; centre span; west approach	1x30; 1x80; 1x30	DPG; HDPG; DPG	150'	1913	originally TPT/HDPG/TPT in 1903; pf-rp-1913; rp-1930; pf-rb-1913	early Deck Plate Girder span; important crossing of the Qu'Appelle
Indian Head (CPR)	92.4	Broadview to Moose Jaw	Regina	Broad St. X-ing	2x33	DPGC	70'	1911	City of Regina reconstructed retaining walls in 1997; work by CPR unknown	early example of an urban concrete-encased Steel Deck Plate Girder
White Fox (CPR)	1.4	Nipawin to Sharpe	Saskatchewan River	at Nipawin; south approach; centre span; north approach	3x45, 4x75; 5x225; 1x45, 2-75	DPG; DTS; DPG	1907'	1929	manufacturer: Dominion Bridge Co., Wpg.; major work in 1956	known as "The Crooked Bridge"; combined rail and road crossing; road surface below railway level replaced ferry; bridge important to developing the north since CPR interested in exploiting mining and agriculture north of the river
Portal (CPR)	147.6	Pasqua to North Portal	Souris River	at Roche Percee		HDPG	148'	1906	originally DHT in 1893; rp-1906	very early crossing; simple Half Deck Plate Girder style
Northgate (CNR)	7.1	International Bndry. to Breeze Junction	Souris River		3x32	TPT	454'	1928	built as FPT in 1912; rb-1928 and 1947	example of simple Timber Pile Trestle bridge
Tisdale (CNoR/CNR)	144.7	Hudson Bay Junction to Prince Albert	South Sask. River	at Fenton; east approach; centre span; west approach	?; 6x177; ?	FPT; DTS; FPT	1527'	1906	built as FTP-TEMP in 1904; east approach rp-1905, pf-rb-1919/1921, rb-1944; west approach rb-1924, rb-1941, rb-1982	known as "Adam's Crossing"; temp structure washed away in June 1905 & replaced by a second temp structure in Oct. 1905
Asquith (GTP/CNR)	60.7	Watrous to Biggar	South Sask. River	at Saskatoon	1x175; 5x225; 1x125; 1x50	TTS; DTS; DTS; DPG	1500'	1908	Canadian Bridge Company, Walkerville, ON; became part of CNR in 1923	first train crossed April 5; third major railway to run through Saskatoon; linked Winnipeg and Edmonton

Subdivision	Mile	Line	Location	Location Notes	Spans	Description	Length	Year Built	Disposition	Heritage Rationale
Sutherland (CPR)	111.8	Wynyard to Saskatoon	South Sask. River	at Saskatoon; east approach; centre span; west approach	1x80; 8x125; 1x80, 1x50	DPG; DTS; DPG	1252'	1908	contractors Smith Bros. & Wilson; McDiarmid & Co. (piers and abutments)	officially opened May 8; includes footbridge; first train crossed May 14; important river crossing for Subdivision
Cudworth (CNoR/CNR)	86	Young Junction to Prince Albert	South Sask. River	at St. Louis; south to north sections	1x200, 1x250, 1x100, 1x250, 1x200, 1x200	TTS	1200'	1912	Canadian Bridge Company, Walkerville, ON; track abandoned in 1983 & converted to roadway & traffic attachments closed	provision made to convert 100' fixed-span into a lift-span; 12' roadway attached to both sides of original bridge in 1928 [note: bridge also included in "road bridges" table]
Kerrobert (CPR)	0.8	Outlook to Kerrobert	South Sask. River	at Outlook; east approach; centre span; west approach	6x45, 5x60, 2x80; 8x242; 3x45, 2x60, 1x80	DPG; DTS; DPG	3004'	1912	contractor J.D. McArthur & Co. (substructure)	242' and 80' steel sections from bridge over St. Lawrence River at Lachine Bridge (late 1800s), Quebec; second largest railway bridge in Canada at the time and one of the largest in the Dominion (officially opened Oct. 23); provided a more direct link between St. Paul, MN and Edmonton; last official train crossed on March 16, 1987; opened May 15, 2004 as part of the Trans-Canada Trail system